

AMENDMENTS TO CLAIMS:

This listing of claims replaces all prior versions and listings of claims in the application:

1. (Previously Presented) A light aeroplane of the ultra light class and sport plane category, ~~that means with an admitted~~ having a maximum take-off weight (Maximally Take-off Weight MTOW) (MTOW) of between 452.5 kg and 590 kg, according to each of 452.5kg to 590kg according to respective US Sport's Plane Category regulations, the aeroplane comprising; comprising
- 5 an engine arranged at the an engine, proximate a nose of the aeroplane, with tractor propellers and propellers;
- a cabin cell, arranged cabin cell arranged behind the engine, and being wide enough for two adjacent passenger seats; seats, comprising a virtual flat cabin floor
- 10 which does leave free an orthorhombic space over this virtual floor of at least 190cm in length, at least 45cm wide and at least 40 cm in height, whereby this space allows the reception of a person lying on a stretcher
- a central tube, having at least a 200 mm diameter, extending along a longitudinal axis of the aeroplane;
- 15 a square profiled tube engaged with and beneath the central tube;
- shock strut tubes, for supporting main wheels of the aeroplane, housed in the square profiled tube;
- an upward rising tube bend, behind and fixed with back side ends of the shock strut tubes, bordered from the front side by a plastic U-shaped profile in a cross section
- 20 and defining a back door frame and a local external outline of the cabin above the square profile; and
- a space, limited on a lower side by a virtual plane surface, that extends transversely beyond the square profile, in which the free remaining space above the virtual plane surface presents an orthorhombic space of at least 190 cm in length, at

25 | least 45 cm wide, and at least 40 cm in height for receiving a person lying on a stretcher
| ~~for air-transporting of said person.~~~~for air-transporting of said person.~~

2. (Canceled)

3. (Currently Amended) The light aeroplane of the ultra light class and
| sport plane category according to ~~claim 2, wherein~~ claim 1, wherein the tube bend is
| obliquely backward inclined and extending along the inner cell wall, whose doors fixed
| above laterally connect with its back edge at the tube bend and its edge profile, is above
5 | at least 100 cm wide and on the height of the upper side of the central tube is at least
| 120 cm wide, as well as at their lower edge, that lies on the height of the lower side of
| the central tube, is at least 95 cm wide, so that a stretcher with a length of 190 cm, a
| 90 cm long leg area with a width of 30 cm and being retractile into the cabin after a
| 20 cm long bevel following a 45 cm wide upper body area in horizontal position
10 | oblique-angled with foot side ahead from obliquely in front and being able hereafter to
| slide turning into the final position in the cabin, in which it can be blocked parallel to
| the central tube besides the same.

4. (Currently Amended) The light aeroplane of the ultra light class and
| sport plane category according to ~~claim 2, wherein~~ claim 1, wherein the lower side of
| the end zones of the square profile at least means each is braced to the struts guided
| obliquely to the rear side at the central tube.

5. (Currently Amended) The light aeroplane of the ultra light class and
| sport plane category according to ~~claim 2, further~~ claim 1, further including a fuel tank
| arranged behind the square profile and its width extends beyond the length of the square
| profile element, comprising a recess on its upper side, in the area of the central tube, in
5 | order to house the tube and in the case of the presence of tubing struts, leading from the
| lower side of the square profile obliquely to the rear side to the central tube, comprising
| accordingly formed recesses in the fuel tank bottom, with which it remains lying.~~lying~~

6. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to ~~claim 2, wherein~~ claim 1, wherein the front side of the square profile in flight direction, at least on its left side, extends two frontward pointed supporting rails, parallel to each other, that are braced by means of oblique struts downwards to the front side of the square profile element and on said supporting rail a
5 seat is guided into several positions by means of a carriage.

7. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to ~~claim 2, wherein~~ claim 1, wherein the tank is a container of warm deformed carbon fibre reinforced plastic, produced in the vacuum process at an external negative form with a capacity of at least 80 to 120 litres.

8. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to ~~claim 2 wherein~~ claim 1, wherein behind the square profile, at the central tube, an electrical rope capstan with an electric motor and angle gear box is arranged for retracting the rope of a rope way for drawing gliders.

9. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to ~~claim 2 wherein~~ claim 1, wherein the motor mount is a welded tube construction with four thread sleeves directed parallel to each other and frontward, defining the edges of a trapezium in order to screw the engine, which sits
5 over the front end zone of the central tube, and a charge air cooler is arranged behind the motor mount.

10. (Currently Amended) The light aeroplane of the ultra light class and sport plane category according to ~~claim 2, wherein~~ claim 1, wherein it is designed as single-seater for a gliding trailer, being mounted a tank on the opposite side of the pilot's seat of the central tube.